

COMMUNITY INPUT MEETING

In the Matter of:

AUMAR VILLAGE DEVELOPMENT

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The within proceedings were held on December 21,
2009, commencing at 6:15 p.m., at the Fallston Library,
Fallston, Maryland.

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Reported by:

Penny L. Comeau

P R O C E E D I N G S

MR. CAPALONGO: Good evening, everyone. My name is Bob Capalongo. I am Chief Planner for CNA Engineers. I am here this evening to present the Aumar Village project.

About two years ago, Harford County instituted this process whereby, instead of having you try to fit in a room that accommodates about 30 people at the Development Advisory Committee hearing room in the main building in Bel Air, was to try to -- well, two reasons; mainly, to get you all -- to have you learn a little further ahead of time about the process and allow for a larger facility like this to allow for a larger group of folks to come in, and the benefit to you all is you are getting involved much earlier even than the D.A.C. process before you come to the D.A.C. meeting, whereas now -- you are typically two to four weeks from the time you do this to the actual D.A.C. meetings.

This is not a legal proceeding. We just wanted to come and present the project to you all. What I would like to do is make a presentation of a couple of things and hold your questions and comments until the end and then, once we get to that point in the process, have you all state your

1 name as required by the County law, state your name,
2 and we will note your comments -- okay. Note your comment
3 then.

4 Anyway, I would like to start by presenting the
5 plan. If I can get a show of hands; how many folks have
6 seen the plan on the website at this point or a hard copy?
7 Less than half. Okay.

8 For those that have seen it, bear with me. I am
9 going to present a general idea of where we are heading with
10 this thing, and then we will go from there.

11 To orient you and make sure you are all oriented
12 correctly, Route 1 here (indicating) which heads
13 north/south. You've got 152, Mountain Road, which is
14 heading -- I'm sorry. North/south -- 152 this (indicating)
15 direction, east/west technically. Route 1 going that
16 direction. So, we are on the northwest corner of the
17 intersection of Route 1. No. This (indicating) is your
18 north. Northwest. Okay.

19 Anyway, to get you oriented there; you've got the
20 road network on the outside. Previously approved and
21 presented to you all was a project -- we're showing this for

1 reference only and to show the access off Route 1;
2 but this proposed development was previously -- you should
3 have seen this at a previous Community Input Meeting. This
4 is proposed to be McDonald's, and they are on board to build
5 a McDonald's with a very nice prototype, which has been
6 presented to Greater Fallston Association, and probably
7 others have seen it. It is going to be a very nice product.

8 Then, we are proposing to -- originally, this was
9 going to be a pharmacy here (indicating) at this location.
10 It was originally approved as such. We will have to modify
11 our plan for this at some point in the future once we have
12 -- we are hoping to get a sit-down restaurant at that
13 location. There are a number of different folks who might
14 end up here. This may end up being a sit-down restaurant.

15 But for the purpose of discussion today, these are
16 shown as reference only really to show the whole property in
17 its context. You have got the McDonald's. You've got the
18 sit-down restaurant here (indicating). This is an existing
19 -- there's an auto sales and service location located here.
20 We are just going to modify the lot line there and change it
21 slightly, but the use is staying the same as it is today.

1 In addition to that, what's happened since
2 is the pharmacy was going to be at this location, and they
3 would like to be up here at this point and be a little bit
4 larger than they were, where it was approved over in this
5 (indicating) spot.

6 So, we are proposing a CVS or something like that
7 here (indicating). We are still in discussions. These
8 (indicating) folks are on board, and these folks are close
9 to being on board. So, we are trying to accommodate those
10 two folks at this point in time, start to accommodate those
11 folks now. We are just waiting a little longer. The --
12 hello.

13 The balance of the project is -- right now, the
14 thoughts are -- there are a number of banks that are
15 interested in this site in general. You know, we have put
16 them off to this location for now at this point, and then we
17 have got a grocery store that we have -- once again, we have
18 interest from a number of different parties for this store,
19 and then we have got some retail that could come off the
20 edge of here and maybe massage it a little bit; but treat
21 this plan as a concept. It's really to establish -- the

1 site plan process, they really should call it
2 preliminary plan because you are basically establishing
3 preliminary -- we are establishing feel of the project, the
4 preliminary layout, the preliminary parking, circulation
5 through, in and out of the site, and the general uses they
6 are thinking about.

7 Once again, we haven't nailed down a specific bank
8 for that. We have a couple of folks talking to the
9 developer about that, but this establishes where it might
10 end up and how it might be configured.

11 We do have to meet the requirements at this level.
12 Even with Harford County we have to meet the requirements
13 for parking, for stacking at the drive-through bank, for
14 instance; we have to have a minimum of -- minimum stacking
15 per drive-through lane, per drive-through window, that kind
16 of thing.

17 So this does meet County standards for that, but
18 for parking, for circulation, for aisle widths, for parking
19 space sizes, that kind of thing, handicap requirements, ADA
20 requirements for handicap spaces. So, in that sense, we are
21 -- they require us to go that far so that we are

1 establishing -- we are not sort of willy nilly
2 saying: we think that will park it, but we are not sure,
3 but they make us do a certain level of detail to make sure
4 that it really will work in the end.

5 Under this overall plan, you had the access coming
6 in initially and ending here. The plan is to continue that
7 access through the site. This is going to be your main
8 thoroughfare through here going in that direction. That is
9 a right-in, right-out proposed off of 152 at this location.

10 It is farther back than was originally approved
11 access here (indicating) which we are going to move back to
12 this location farther away from the intersection when we are
13 all done in the end.

14 The, uh -- when we -- we have done a traffic study
15 for the overall development for all this together, and as
16 put together, it does warrant a traffic signal. So that is
17 not a guarantee to get a traffic signal there. We are
18 certainly going to -- the developer has agreed to it, and we
19 are going to approach the State about it.

20 Once again, the numbers that the State uses and the
21 numbers the traffic consultant uses are the same standard

1 and, based on that, the traffic consultant has
2 determined that a traffic signal would be warranted at this
3 location. The State has to approve it, and we are going to
4 iron things out like the left-turn lane to make sure you got
5 the intersection with this location and the left turn lane
6 in.

7 Keep in mind, this is just a rough concept. This
8 is not an engineered layout by any stretch as far as the
9 length of the left-turn lane; but the proposal is to have --
10 in the end, have a signal here (indicating) when this is
11 completely built out; and I will get to that in a second.

12 We are proposing to expand the facility. There is
13 a stormwater facility that is approved at this location
14 already for these (indicating) two uses and, when we go to
15 the next use, which is going to be the pharmacy, we will
16 make sure that we meet requirements for stormwater
17 management to expand that facility a little bit in this
18 direction; but one of the things that -- one of the concerns
19 that you all had was the stormwater management component of
20 this and, because of the location of the outfall and what
21 we're taking our storm into, the required one is the

1 100-year storm. when I say 100-year storm, picture
2 a really, really, really heavy storm, inches per hour, that
3 you get once every hundred years. You're typically only
4 required to manage a ten-year storm which is a much smaller
5 event; but because of the tributary, we are required to
6 manage the 100-year storm.

7 So, this is going to definitely handle what we need
8 to handle and then, additionally, we're going to have a
9 facility potentially at this location for the future
10 probably that this (indicating) use and this use, it looks
11 like, would have the capacity to put the facility here, once
12 again, managing the 100-year storm also with that.

13 I guess at this point I will move on to the
14 phasing. what we have talked about since we gave you all
15 this and put it on the website was that we need to
16 accommodate the pharmacy use as quickly as possible and, to
17 keep things moving along for them, we have decided to phase
18 this a little bit such that right now the only thing we are
19 going to move forward with at this point, at least in the
20 short term, is to accommodate a pharmacy use in the
21 right-in, right-out on 152.

1 As I said, the site plans for these two
2 uses, we're showing in reference -- we are showing our
3 proposal tying into it, but we want to get this established.
4 Once again, this will have to be -- we will have to modify
5 our traffic study to just deal with the right in, right out
6 for now; but the fact that we are showing you the full
7 development, it helps you all get an idea of where we are
8 heading down the road.

9 But, anyway, the plan is to create -- we are going
10 to create a few lots here. In the future, this will be a
11 lot for the bank, and this will be the balance of the lot
12 to include the stormwater facilities in them, and will be
13 for the grocery and retail use that will follow.

14 So, we have proposed to do a preliminary plan to
15 establish those lots right now but not proposed development
16 on those in the near term so that the signal issue will go
17 away.

18 I can't give you a timing of when the other stuff
19 is going to occur. It all depends on who comes to the
20 table, what grocery chain. I would think the grocery chain
21 -- the grocery chain would typically be the driver of the

1 next phase; so a lot is depending on when they --
2 we would have to work out something with them.

3 But the plan is to have a really nice looking
4 product for the whole subdivision, the whole commercial
5 project in general. As I said, even the McDonald's
6 is going to be a stone and brick facade, a nicer product
7 than they would typically put on a site. You know, we are
8 going to be conscious of how things look as we move forward.

9 The developer is local, lives in Fallston. So,
10 unlike some of these -- a lot of folks I have dealt with --
11 over the years in 23 years doing this. A lot of folks are
12 from out of state and come in and do their thing, and they
13 don't live and work in the community. Well, he does. So,
14 there is a benefit to you all in that he is going to shop
15 here, and he wants it to be a nice product.

16 Also, how many of you watched the green -- any of
17 the green programs that are out there now? We are going to
18 -- we are going to explore what is called Leadership in
19 Energy efficient design -- I'm sorry. Energy and
20 Environmental design. We are going to look at cisterns, for
21 instance. One of the things the developer has requested we

1 look at is utilizing cisterns for the project which
2 would capture rainwater and reduce the amount of potable
3 water used on the site in general.

4 I have done a number of projects where we have gone
5 through and we've basically taken all the lead requirements
6 for a project -- and not necessarily have become certified
7 at a certain level, but explore all the lead potential for
8 the project from a site work perspective.

9 Like I said, one things we are looking at is the
10 cisterns for the uses for irrigation. You take the
11 rainwater and use it and filter it enough to use it for
12 irrigation in lieu of taking potable water out of -- using
13 potable water for that.

14 The other typically concepts -- we're using what is
15 called bio-retention areas for water quality. On something
16 like this -- if I can bring this back up for second. What
17 we are going to do is -- I don't know how many of you have
18 gone to -- if you have driven around enough, you have
19 probably seen a newer commercial or other project. If we
20 focus on commercial, you have probably seen sites where you
21 have got the -- where these islands are made into these

1 little sump areas. I did a lot of that at North
2 Harford High School. If anyone has been up at North Harford
3 High School, the west parking lot is all drains without
4 curbing. It is an open section, rural section, and it all
5 drains to a couple of areas where you have got some, what is
6 called, bio-retention issues, which is some mulch area with
7 some shrubbery in there, and it has got special soil
8 sections put in there to, number one, to provide water
9 quality, so that that flush of runoff, the cars, the oil
10 leak or the anti-freeze leak, it runs off into the facility,
11 percolates through that special soil section which is
12 replaced every so often to make sure it is effective.

13 There's two effects. One is you get some
14 groundwater treatment, water quality treatment in that
15 section, and you are also assisting in filtrating the water
16 back into the ground versus taking it to one single hole,
17 one single location where it overflows into a stream. You
18 are letting water percolate into the soil more, which is one
19 of the things that the new stormwater regulations coming in
20 May, 2010, are going to force developers. Before, it was
21 sort of a nice thing to do; but, now, it is going to be more

1 mandatory.

2 One of the things we are going to do there is
3 provide some water quality upland. It will be a nice
4 looking feature. You'll have to maintain it, but it will be
5 a nice feature to have. It will be more rural looking if
6 you have been to any of these sites that have it.

7 A lot of the parks -- started with the Federal
8 Government and the State parks because the State parks --
9 there's a few of them I have been to in Baltimore County and
10 one or two in Harford County that have the open section,
11 you've got some wheel stops and water just flows into a sump
12 area that is kept from -- mosquitos ending up in there
13 because it has a perforated pipe that drains and keeps it
14 from staying wet, but it will allow for a little more open
15 section feel to this as you go forward.

16 You will have less typical commercial subdivisions
17 where you just got a series of huge massive paving with very
18 little green involved. So we are proposing to do a lot of
19 that.

20 So, there is a multitude of other lead concepts we
21 can try to institute here. The goal is to make this very

1 nice architecturally and also treat the site work
2 the same way so that it is a very nice -- you know, it will
3 have very nice entrance features.

4 The developer has come to me and said: I want this
5 thing landscaped to the tee. I want this thing to be
6 really nice. I am going to be shopping here with my wife,
7 and I want this thing to look really good. So, you can see
8 all the green. All this stuff you see here (indicating),
9 it is going to be well landscaped, and it is something you
10 will enjoy going to.

11 The last thing I wanted show you briefly was the
12 the plat which we are going to -- just presentation of the
13 plat. The preliminary plan -- it's called a preliminary
14 plan. Before you create a plat, you do what is called a
15 preliminary plan.

16 So, the proposal is, these (indicating) two are
17 currently being platted now, and we would then plat this
18 separately and then create these lots at the same time. So,
19 I wanted to show you this just generally, for general
20 reference.

21 Anyway, we -- the more I get into the project, the

1 more excited I am getting about it, and I know it
2 is a lot to absorb for you all; but we believe, in the end,
3 it is going to be something that you all -- you will be
4 proud to have, to drive to and then shop in, and you all
5 will be proud of the project we end up with.

6 Real briefly. We had a Greater Fallston -- Steve
7 attended a Greater Fallston Community meeting where -- a lot
8 of you have seen the website -- we presented at that point,
9 and I have got some concerns here I will go over briefly and
10 try to cover to hopefully keep the questions down so I can
11 address most of this stuff, the major concerns, and you all
12 can have time to comment and question.

13 The other thing we had was we had a secondary
14 meeting, invited folks to our offices, and Delta was the
15 only one that showed up; but she had plenty of questions.
16 She covered questions for about ten people but, anyway, the
17 traffic impact, the major -- I have four major concerns that
18 have sort of been consistently given to me. One is the
19 traffic impact.

20 As it relates to traffic impact, this site shows
21 the current road improvements that are designed and under

1 construction right now. It shows the double left
2 and everything here (indicating). Then, the through lane.
3 This shows the current alignment of the left turn lane
4 coming down on the periphery of the project; but, as far as
5 traffic goes, a couple of things to keep in mind. The State
6 Highway Administration -- we'll talk about the warrant
7 issue, the issue of the signal, and it warrants a signal
8 based on background, what's out there today and what's
9 proposed. It warrants a signal.

10 The State will be looking at it to make sure that
11 this (indicating) left hand lane is adequate for that
12 proposed intersection. I know that is one of the big
13 concerns. So, once again, we will have to address that with
14 the State. They will put us through the ringer on making
15 sure that it's safe.

16 Once again, all that is public record as we move
17 ahead. So, anyone who wants to get ahold of the study or
18 the plans, they are all public record. There is nothing
19 that's sort of hidden behind the scenes.

20 Buffering was a concern. Now, I guess I should
21 probably for that have the main one up because the place

1 where we are required to buffer is -- there is a
2 portion of the property -- this is one contiguous parcel
3 right now, the whole thing, and there is a small parcel here
4 (indicating) that the autos sit. The sales and service is
5 here. The rest of it is a large contiguous parcel.

6 Anyway, you wanted to know the breakdown of zoning.
7 I do have that for you. The B-3 zone is approximately 21.5
8 acres, the R-2 is approximately 1.4 acres, and the AG
9 portion is approximately 24.8 acres.

10 Originally, the plan you saw originally for these
11 two uses had the B-3 somewhere over in here (indicating),
12 about right in here, and this was all zoned B-3 through
13 here. What has happened since is about 16 acres of B-3 has
14 been added heading this direction, and this (indicating) is
15 your B-3 line running down to the -- it runs down through
16 woods here, heads across, and then picks up the old zoning
17 line that's offset a few hundred feet from Belair road.

18 So, what has happened in the comprehensive rezoning
19 process that brought us to this point was that this
20 additional about 16 acres was rezoned from a combination of
21 R-2 and AG to B-3. The R-2 line used to head -- I believe

1 it came back and then headed in this (indicating)
2 direction, partially R-2, and then AG was zoned B-3.

3 So, we went through that process in the
4 comprehensive rezoning, and now we have started the process
5 of putting something on paper to try to get everybody who
6 wants to get in here on paper.

7 But as far as buffering goes, we're utilizing all
8 of the B-3 property as much as we can. One thing to note
9 from an environmental perspective is that we are -- we're
10 not impacting the floodlines of your floodplains which comes
11 up through here. That's this (indicating) line. There is a
12 buffer called the Natural Resource District -- I'm sorry --
13 the non-tidal wetlands. The buffer's from the non-tidal
14 wetlands from the stream, about 25 feet.

15 We are not going to require any State permits to
16 impact either the buffer, the 25-foot State buffer, mandated
17 or the wetlands themselves. So, we are not impacting any of
18 that. So, the only place we are coming in to the Natural
19 Resource District which is a 75-foot setback from the
20 wetland or 50 foot from a floodplain -- there is a little
21 bit of the stormwater facility that has already been

1 approved in what's called Natural Resource District.

2 You are allowed to put facilities in there because they are
3 seen as a natural -- there is no paving. It is essentially
4 a graded area. So, we are staying out of -- all the buffers
5 that require a state permit to impact. So, we are very
6 conscious of the environmental impact on this, and we are
7 not doing anything to disturb that.

8 Back to the buffering, we are required to put a
9 buffer -- this is the R-2 line that runs in this direction
10 back up here. So, this portion is R-2. We are required to
11 have a buffer through here (indicating), and this stormwater
12 facility will act as a buffer between this use and the AG
13 portion that's over here. There's an existing residence
14 that is being rented at this location, the driveway which we
15 will tie in and probably relocate at some point when this
16 phasing happens. But that's going to remain at this point.

17 But we are going to provide all the mandatory
18 buffers that are required on -- really on this (indicating)
19 side of the property. There is nothing that is required
20 along any of this (indicating) at this point. You have got
21 a very large buffer down here with trees and environmental

1 constraints that head up in this direction through
2 here.

3 Stormwater management, which we talked about
4 briefly, was another concern. I think I have pretty much
5 covered that. Originally, the discussion about management
6 of the facility, the upland water quality that we will try
7 to -- that we're going to be mandated to do in May, as of
8 May; do some additional upland water quality areas to try to
9 get water to infiltrate into the soil versus collecting and
10 dumping it. It's better for the environment if you let as
11 much percolate through as you can, the water table.

12 We have covered the types -- you all wanted some
13 input on the -- Delta mentioned it at our meeting. I don't
14 know how much was mentioned at the Greater Fallston
15 Association meeting, but you all wanted some input into what
16 -- who ends up here, what chain of grocery or that kind of
17 thing. The developer is in discussions with a number of
18 groups, a number of potential users of this, and he has
19 indicated that he listened but he has obviously got to deal
20 with -- work with whoever come to the table, but he is
21 willing to listen to all of you and what you want there.

1 He doesn't want to go into the grocery store and
2 have one of you guys and have you -- what are you doing?
3 why did you end up with this store? I wanted this store.
4 That kind of thing.

5 So, he is very conscious. I am not going to say
6 the name, but we all pretty much know what you all want from
7 a grocery perspective. Only because we're still negotiating
8 things and we don't know for sure who is going to end up
9 there, so I don't want to -- it is a very prominent grocery
10 chain that we are hoping to get in here, along with some
11 very nice retail and other things.

12 The folks we are talking to now are really a core
13 group of A-list folks that would do a nice job with the
14 products and try to get this -- do a really Class A job.

15 With that, I can now accept any questions or
16 comments. Yes, sir? Can you state your name?

17 MR. LEAR: My name is Brad Lear, and do
18 you need anything else?

19 MR. CAPALONGO: No. Just your name is fine.

20 MR. LEAR: I am here by myself, but I also
21 represent the Pleasant Hills Neighborhood watch which is an

1 area that he and I were talking about a few minutes
2 ago that actually has a zip code in Kingsville, but we are
3 in Harford County, so we don't get a whole lot of mail.

4 My question is about the size of your impoundment
5 ponds. Do you know the dimensions, the gallons,
6 the depth, what have you?

7 MR. CAPALONGO: Well, the depth is typically six
8 to eight feet deep.

9 MR. NOLAN: We don't know that yet. They are not
10 looking at -- I'm Steve Nolan by the way. I'm with CNA.

11 MR. LEAR: Yeah, and I'm the guy that yelled at you
12 at the last meeting. I didn't yell; I just talked a lot.

13 My concern is, I think it's 5.51 acres if I read
14 your plat right about a covered area that is going to be
15 impervious to water and, you know, we get a one-inch
16 rainstorm about every 23 days in this area, and the area
17 where my weather station is is no more than three-quarters
18 of an air mile from there. That's an awful lot of water,
19 and 5 acres is going to put a little less than 150,000
20 gallons from just a one-inch rain storm. So, my concern is,
21 while you might be following somebody's rules, just 2006

1 we had 15 inches of rain in 72 hours. It wasn't
2 a hurricane; just an anomaly.

3 So, my concern is something he addressed, that we
4 don't want the water running in the cat run down there
5 because you could blow out Belair Road in two places perhaps
6 with erosion.

7 So that's my one concern is, you know, you got
8 these impoundment ponds, but there is an awful lot of water
9 that's going to come off of that concrete.

10 MR. NOLAN: I can give you some, I guess, theories
11 of how stormwater is provided.

12 You know, you are talking about gallons as far as
13 storage. We are talking about acre feet which is so many
14 acres a foot tall.

15 MR. LEAR: Right.

16 MR. NOLAN: So, you know, gallons -- you think of
17 this. We are thinking of an acre at a foot at a time. So,
18 we are talking about the volumes of water that you are
19 mentioning.

20 MR. LEAR: So that would be 12 times 6 million
21 square inches.

1 MR. NOLAN: But we don't -- it's not one
2 acre foot. It's so many that we need for each.

3 MR. LEAR: Right.

4 MR. NOLAN: Now, stormwater management -- it is not
5 just the volume of water, but also the path that the water
6 takes 'til it gets to the outfall or the storage facility
7 that -- through that, it's not a linear relationship; but we
8 calculate the storage required based on how much water is
9 getting to it based on a 100-year storm which, I believe, is
10 about 7 1/2 inches of water.

11 MR. LEAR: Okay. So we've already beat that by
12 a factor of two, just three years ago.

13 MR. NOLAN: It's also depending on the timeframe.
14 It's not 7 1/2 inches total. It is 7 1/2 inches, I think,
15 an hour.

16 MR. LEAR: That's monsoon, but I see what you're
17 saying. My only concern is, is it going to hold it?

18 MR. NOLAN: Well, we can go through a very
19 strenuous exercise going through with the time of
20 concentration of the water, of the rain event, the time of
21 concentration of the flow, the direction that the water

1 flows, how it goes through the pipe system or over
2 land.

3 We provide the storage in this (indicating) area.
4 Again, as Bob mentioned, it's a hundred-year management
5 which means that the area that -- you know, when water falls
6 onto the ground, it's eventually going to get to a stream.

7 MR. LEAR: Right.

8 MR. NOLAN: It gets to a stream or to its outfall a
9 lot slower in woods area, and these regulations, we are
10 looking at either -- the pre-development condition
11 (inaudible) depending on the time that we are doing our
12 study.

13 Our post-development rain event or flows cannot
14 exceed a meadow in good condition or a woods in good
15 condition. So we are going to take these large events, this
16 hundred-year event -- we're going to manage it.
17 Eventually, the water is going to be released, but it is
18 going to be released in the pre-development conditions so
19 that looking at this as what it was a hundred years ago is
20 our pre-development condition or thereabouts, what it was in
21 1982 when the stormwater management regulations were

1 enacted.

2 So I guess that's not quite a hundred years, but it
3 is a little while ago. But our release rate of the water,
4 of the stormwater, will be at those pre-development rates,
5 and it's done through a series of calculations and a very
6 extensive report that people in our office do. It's not my
7 specialty, but I happen to know a little bit about it.

8 MR. LEAR: I'm not trying to be a small aleck.
9 How big are the ponds? That's all I want to no.

10 MR. NOLAN: The pond over here (indicating) --

11 MR. LEAR: It looks like about an acre and change.

12 MR. NOLAN: We have not designed them yet.

13 This pond has been designed for this development over here
14 (indicating).

15 MR. LEAR: Right.

16 MR. NOLAN: Because of what we are going to do,
17 this is going to be additional drainage to it. So, we
18 are proposing to extend this pond. We have not done the
19 final calculations yet or the final design yet. We would
20 be happy to show that to you when we finish it.

21 MR. LEAR: One other quick question. Years ago

1 this area did not have water and septic, water and
2 sewer. I understand, if I did my homework right, it does
3 now?

4 MR. NOLAN: This section within here (indicating)
5 was in the water and sewer subdistrict. This section with
6 the zoning line, the water and sewer subdistrict has not
7 been extended to the zoning line yet; it's just a process
8 that we're going through.

9 MR. LEAR: But it's going to happen?

10 MR. NOLAN: We hope it's going to happen obviously.

11 MR. LEAR: So do I.

12 MR. NOLAN: It would not be --

13 MR. LEAR: A number of years -- and some of the
14 people at the other meeting heard me say this -- they wanted
15 to put up a retirement community here with 500 and some odd
16 units with a 3,000-gallon holding tank which would be full
17 after breakfast.

18 MR. CAPALONGO: Our cisterns will be large than
19 that. Our cisterns will probably be 10,000 gallons a piece.

20 MR. LEAR: Yeah, but that's going to be used for
21 irrigation.

1 MR. CAPALONGO: I know but it will
2 capture --

3 MR. LEAR: It will --

4 MR. CAPALONGO: It will be an overflow during a
5 heavy event, but it will hold a large amount of water.

6 MR. NOLAN: The volume of water that our cistern
7 will hold is not going to -- many places do that to help
8 with their stormwater management calculations. The volume
9 of water in a 100-year event is not going to be
10 affected by the cisterns.

11 MR. LEAR: Again, the cisterns won't be effective
12 in a one-inch rain because 10,000 gallons --

13 MR. NOLAN: It will fill up in a hurry.

14 MR. CAPALONGO: I was just comparing it to
15 the 3,000 gallon thing you mentioned about the --

16 MR. LEAR: I'm sorry?

17 MR. CAPALONGO: I was comparing it to the 3,000
18 gallons you mentioned in your other "facility" that was
19 proposed.

20 MR. LEAR: That was their holding tank.

21 MR. CAPALONGO: Okay. Yes?

1 MR. LEAR: Thank you.

2 MR. CAPALONGO: I'm sorry. Were you done?

3 MR. LEAR: That was my question, storm drains and
4 then water and sewer.

5 MS. DALLAM: Early on --

6 MR. CAPALONGO: State your name for the --

7 MS. DALLAM: Oh, I'm sorry. Patti Dallam.

8 Early on when we talked to MDE with the developer,
9 there was a lot of discussion about the cisterns and, at
10 that point in time, there was talk of a large -- one large
11 cistern to carry all of the roof and/or whatever rainwater.

12 I am under the impression now that there are going
13 to be more than one. Is there going to be one for each
14 building?

15 MR. CAPALONGO: That's the current thought, that we
16 would have one for each use available. We are not going to
17 get credit -- as Steve was saying, we are not getting credit
18 toward our management because we are managing a hundred-year
19 storm, they are not even -- the (inaudible) systems are
20 managing a hundred-year storm.

21 MS. DALLAM: When you say credit, what do you mean?

1 MR. CAPALONGO: We are not going to make
2 our ponds smaller because we are holding back some of the
3 water in a cistern. It's not going to let us go smaller.

4 MS. DALLAM: Well, it just makes sense that
5 the cistern slows it down. The pond is going to be fine.
6 Yeah.

7 MR. CAPALONGO: Yeah. We are talking about
8 a series of cisterns at this point. We haven't nailed
9 down exactly how that is going to work.

10 MR. NOLAN: The locations of them -- we don't
11 know what user is going to go there. So, we don't know
12 if roof leaders are going to come in and things of that
13 nature.

14 MS. DALLAM: Is it just collected on the roof?

15 MR. NOLAN: Well, yes. Our intention is
16 essentially collect a roof leader because the roof water is
17 actually cleaner than the water running off.

18 MR. CAPALONGO: Whether it's above-ground
19 cistern, you know, adjacent to the building which I've done
20 before or below-ground cisterns, we haven't decided yet how
21 it's all going to work out; but the intention, it looks like

1 right now, is multiple cisterns.

2 MS. DALLAM: Underground?

3 MR. CAPALONGO: Well, no. I'm going to promote the
4 above ground.

5 MS. DALLAM: What do they look like when they are
6 above ground?

7 MR. CAPALONGO: They can look very nice.

8 MS. DALLAM: What's very nice?

9 (Laughter.)

10 MR. CAPALONGO: They will look very nice. We can
11 discuss that. That's one thing we can discuss, but I expect
12 some to have stone, to have a stone facade around them. It
13 becomes part of the building feature, the curved corner.
14 There's a lot of ways to do it. There's a lot of ways to
15 integrate it and not have it be -- it's not going to look
16 like you have, you know, like a farm cistern that rusts out
17 in two weeks. That is not what it's going to look like.

18 MS. DALLAM: I'm going to hold you to that.

19 MR. CAPALONGO: Okay. Yes?

20 MR. ALDON: Jim Aldon is my name. I live in
21 Fallston. I have a couple of questions.

1 One is on the traffic light. Assuming your
2 traffic consultant goes to the State and the State agrees
3 that a light should go there, who pays for it?

4 MR. CAPLALONGO: The developer.

5 MR. ALDON: And the pharmacy you say is
6 the first thing that is going to get built as it looks right
7 now?

8 MR. CAPALONGO: No. The first thing that's going
9 to be built is actually the McDonald's. They've got
10 permits. They are very close to starting the McDonald's.

11 MR. ALDON: What is the timeframe on that
12 approximately?

13 MR. CAPALONGO: Approximately? They hope to
14 start in the spring. They would like to start in the
15 spring. That's when we're hoping to start. We are working
16 towards that now.

17 MR. ALDON: Okay. So, if the McDonald's opens
18 first, the only access will be on Belair Road?

19 MR. CAPALONGO: Correct. This (indicating) will be
20 built, this will be built, and the improvements associated
21 with it.

1 MR. ALDON: Will that have a left turn
2 from there to Route 1?

3 MR. CAPALONGO: Yes. There will be a left out
4 and --

5 (Multiple voices, unreportable.)

6 MR. CAPALONGO: This is being widened. I don't
7 know if they finished it yet, but this is being --- we're
8 putting a double left in at the signal. Is that the turn
9 lane? It's a double left here. They proposed a
10 double left in the improvements I'm showing here. I'm
11 showing the current improvements that are proposed. I
12 understand they are under construction. Right now, there is
13 a just a single left; is there not?

14 FEMALE SPECTATOR: Correct.

15 MR. CAPALONGO: They are putting a double left in
16 there.

17 MALE SPECTATOR: Where are they going to take that
18 land from.

19 MR. CAPALONGO: I don't know the details of
20 the plan as to which way it went, but they have got two -- a
21 double left, it looks like, a passer lane and then two

1 southbound lanes in this direction.

2 MR. LEAR: Excuse me. I don't think that was
3 his question. I think he asked: Can you get a Mickey D's
4 to go this way on your chart.

5 MR. NOLAN: Yes, you will be able to take a left.
6 I think Bob misspoke.

7 The McDonald's is intending when they come in --
8 McDonald's is actually not part of our plan, but we are
9 showing it on this because it's part of the entire
10 site. So, it makes sense. But when McDonald's does come
11 in, there will be a right in, right out off of 152. It
12 was originally proposed and is presently approved as
13 a direct line coming up here (indicating) to a right in,
14 right out. That's not that far from this intersection.

15 We are trying to separate that right in, right out
16 to be where it eventually will be with the full development
17 of the site. However, if McDonald's goes in, there will be
18 a right in, right out off of 152, whether it is temporary of
19 sorts here, where it was originally approved or if it is
20 here (indicating), we haven't gotten to that point yet.

21 But, if someone is going to McDonald's and

1 needs to go -- you know, continue on that route
2 to 95 down Mountain Road, there will be a way for them to
3 come back around, hit Mountain Road, and go south without
4 turning onto Belair Road.

5 MS. GARD: But it will be illegal to come out --

6 THE REPORTER: Excuse me, ma'am. Will you identify
7 yourself.

8 MS. GARD: My name is Sharon Gard.

9 THE REPORTER: Thank you.

10 MS. GARD: Will that be legal?

11 MR. CAPALONGO: Yes, it will be legal. Once again,
12 this is approved as a separate set of drawings. The
13 State's seen it. The County's seen it. They are
14 proposing acceleration and deceleration stuff here
15 (indicating). This has all been worked out with the State
16 as far as this goes.

17 We are showing it for reference only at this point
18 to show how this all would connect. But, initially, as
19 Steve said, you come to the drive-through, you can circle
20 back around and come out, right out here (indicating),
21 and go in that direction or come out and head southbound

1 that way, however you want to do that. But you
2 can get out here in that direction.

3 As you say, it is going to be a secondary in
4 and out here (indicating), right in and right out only,
5 not full access because there's a median, but it will be
6 a secondary way to get out of here until such time as
7 this is moved out of this position.

8 MR. ALDON: Jim Aldon again.

9 Second question. So, for your part of
10 this development, none of the bank, nor the pharmacy,
11 nor the food store -- okay -- are locked in. Right now,
12 you could put anything in there that meets the zoning;
13 is that correct or not?

14 MR. CAPALONGO: Technically, yeah, in a B-3 zone.

15 MR. NOLAN: Yes, and if anything substantially
16 changes from what is proposed here, we would have another
17 Community Input Meeting.

18 MR. FRANCKOWSKI: Jim Franczkowski.

19 I was just wondering about the traffic. The State
20 has final say on that? The developer just proposes, and the
21 State has --

1 MR. CAPALONGO: Yes. He has to show on
2 paper that the background traffic and proposed projected
3 traffic from this use -- and, once again, they are all
4 working off the same reference books -- that the traffic
5 consultant that we have has basically come up with -- has
6 stated to me that the traffic signal will be warranted, but
7 the State has to approve the construction of it, even though
8 he is paying for it -- he paid for it in the end. They have
9 to approve it being here and all the details that go along
10 with that, the left in, right outs, everything. The
11 circulation that happens at that signal is also subject to
12 being reviewed by the State.

13 MR. FRANCKOWSKI: So the State has approved a left
14 hand turn from that McDonald's?

15 MR. LEAR: Yes, they have.

16 MR. CAPALONGO: Here (indicating)? Yes, they have.
17 Under the previous site plan that went in --

18 MR. LEAR: And a left turn in.

19 MR. BUTLER: That's what you've got right now.
20 You have got approval of the State for a left out of
21 a McDonald's. Now you want to put a left out of a pharmacy,

1 this access is approved for these two uses.

2 The study that we have -- we didn't do, but the
3 traffic consultant has done which he has completed it today,
4 so it's not been submitted to the State yet; but that study
5 is going to the State for their review and to the County for
6 their review, that is going to show this entire site with
7 this access. So this (indicating) access with the three --
8 the left turn, right turn and the entrance, it has been
9 approved for these two uses. It has not been reviewed for
10 the entire site. So, it is something that is being
11 proposed, but it has not been approved at this point.

12 Dr. Ratych?

13 DR. RATYCH: Good evening. My name is Roman
14 Ratych. I am with Greater Fallston Association. Just three
15 points. First of all, I want to thank CNA Engineers and the
16 developer for getting our community involved in this.

17 With regards to buffering -- and I am appreciative
18 of the fact that this is a B-3 property next to residential
19 -- our main concern of the Greater Fallston Association is
20 to protect the residents and assure at least the minimal
21 buffer requirements that are required by Planning and Zoning

1 a food store, out onto Route 1? You are still
2 looking at utilizing a small access approval as now becoming
3 a corridor for multiple exits out on Route 1. That's not
4 a feasible exit for coming back out on Route 1.

5 Right now, you have got people who can't wait to go
6 into the barely completed access in front of Dunkin Donuts
7 where instead of going up beyond what had been the Denny's
8 and exiting properly, these lazy drivers that you've got
9 today can't find a shortcut short enough, and they are
10 turning in there going north back up Belair Road out of that
11 intersection and turning in coming northbound off Route 1
12 and going in there regardless to the posting of the little
13 signs that say, you know, no left turn.

14 MR. FRANCKOWSKI: On the double lines.

15 THE REPORTER: Can I get his name, please?

16 MR. BUTLER: I'm sorry. I'm Robert Butler. I just
17 got too enthused about things.

18 THE REPORTER: Thank you.

19 MR. NOLAN: Thank you, Mr. Butler. Let me respond
20 to that. The study that we have done, we have talked about
21 this as being already approved, and you are correct in that

1 are met or exceeded so that the people in the R-2
2 don't have visibility to this commercial site at all. That
3 would be a top priority in terms of buffering.

4 Secondly, stormwater management you addressed; but
5 our main concern has to do with traffic along 152. We are
6 not so much concerned about what happens along Route 1. I
7 know that has been presented before in previous Community
8 Input Meetings; but on the full-turn access, if you could
9 just point out that, the full turn access here that is
10 proposed, and, in all likelihood, as you said, a light
11 required.

12 I think Mr. Butler pointed out that one of the
13 inherent flaws of having these access turns near major
14 intersections is that, if you look at the traffic analysis
15 from last year, the 2008 traffic analysis, the queueing --
16 it is very minimal in the reports. They didn't really do an
17 extensive queueing study. The queueing at 152 and Belair
18 Road is 400-some feet.

19 If you look at the traffic that is heading
20 northbound at evening times, that is really the only issue
21 concerned. Morning, most people that are going to access

1 this will probably access the fast food chain.

2 People aren't going to go shopping at eight o'clock in the
3 morning most likely.

4 So, what we're concerned about is the drive home.
5 That traffic is backed up, as you know -- I mean, not backed
6 up. There's congestion all the way over to I-95, with
7 traffic signals down by Joppa Road, further on, Singer Road.
8 The queueing is 400-some feet. I would imagine that, after
9 leaving the intersection of Belair Road and 152 and
10 proceeding north that a lot of people will be interested in
11 stopping at a grocery store on the way home. The access to
12 Acme is a right in, okay, but the left turn to get out of
13 there is difficult unless you come back onto 152.

14 I think people would be more amenable and want to
15 stop at a newer grocery store. So, they are going to pass
16 the intersection 850 feet. It's less than a fifth of a mile
17 away, literally a hop, skip and a jump to the next light.

18 Right now, if you look at the median strip there on
19 the proposal -- and I know that left turn access can be
20 greater than what's depicted there -- it holds about 11, 12
21 cars. If one additional car gets into that full turn

1 through lane, you got one lane proceeding north
2 on 152. Now, you say that's probably -- it's probably likely
3 as Mr. Butler pointed out in morning situation heading
4 northbound and making the turn left into the shopping plaza
5 where the Dunkin Donuts, car wash, all that facility is --
6 now, that's a double yellow lane, in which the people inside
7 the double yellow line have full right of left hand turn,
8 but people use it as the left hand turn lane which will be
9 expanded.

10 But that same scenario is going to be transposed
11 here now. So, what you're going to have is cars going into
12 the left hand turn lane. You can only accommodate one left
13 hand turn lane. The median strip doesn't hold two.

14 If you have more than 10, 12, 15 cars wanting to
15 turn, you've obstructed the full lane northbound pursuit
16 along that avenue at 850 feet away on a queue that is
17 already 450 feet backup, you are going to see a major
18 traffic congestion.

19 Now, the next light without a light, we'll have
20 Harford Road. That's about a thousand -- we measured it. I
21 have the measurement here somewhere; 2,500 feet. So, that

1 is a half mile. So that's okay, but 850 feet is
2 going to obstruct the traffic. There isn't any question
3 about it.

4 So, our major concern is -- I mean, obviously, we
5 like the development. We want it there. We want it
6 buffered. It's a good idea.

7 The other thing is, we don't want access -- and I
8 think there are preventative easements that present
9 entrances off of Harmony Terrace. I know the developer has
10 a right-of-way there. That would just be taking traffic
11 right through a residential development into the complex.
12 That's difficult to comprehend, and we certainly -- I think
13 there are easements preventing any access off of Harford
14 Road for fear that people are going to use it as a
15 throughway.

16 So, however you come up with a solution to this, I
17 just don't know how it's going to be achieved, but that is
18 the major concern that we have; that left turn access and
19 the obstruction of traffic northbound in the evening time.

20 MR. CAPALONGO: There's two points I want to
21 make to that. One of them was given to us by the traffic

1 consultant, that one of the ways that, knowing the
2 concern you all have with this stacking distance, is that
3 these lights can be queued such that this left turn lane is
4 queued up with this signal so that, as you are coming
5 through in the rush hour traffic, you are getting the left
6 turn lane extended for that period of time. In other words,
7 they can work that out so you got the left -- you are coming
8 in the lane, but you can make your left. In other words,
9 you are not sitting, and traffic can continuously flow. By
10 timing of the signals both here (indicating) and here is one
11 way to alleviate that issue.

12 If the State comes back and says, based on what
13 we have determined, your stacking is going to be here,
14 then they would either need to say: No, you can't
15 have access here, you know, they could restrict access here,
16 or they could tell you you need to widen, do some widening
17 here to accommodate a longer lane or something.

18 There are some things that they can force the
19 developer to do. They are not going to carte blanche say:
20 Okay. Ten sounds good. We are going to go with that. If
21 they determine based on, once again, the information that

1 the book -- the code they are both working off of,
2 they determine that they can't make it work, the queueing
3 issue can help. Both being green, you have the left turn
4 signal in is one big way to do that; but, also, even with
5 that, they are going to look at the queueing and, if it's a
6 problem, then they will have to address it in some way or
7 they will restrict the access at that point.

8 Yes, sir?

9 MR. HERRON: My name is Boyd Herron. I live right
10 there, right across the road from there and, believe me, in
11 the rush hour, people are racing from one red light to the
12 next red light. They leave that light at Belair Road, and
13 they try to make the Harford Road before it changes, and
14 it's all night long as the traffic starts. Okay.

15 If you break it right there, you are going to have
16 more problems than you can deal with. It's not going to
17 work. It's not going to work.

18 And then Belair Road is the same thing. There's
19 access there in the summertime, people coming over that hill
20 going south or east, whatever; when they come over that
21 hill, they have people trying to turn left into the gas

1 station, into the restaurant there; and there's
2 accidents at least once a week. I don't know how you're
3 going to work that out without having problems.

4 Then, the water deal you have; there's a runoff
5 underneath 152 from my house that runs down. I was
6 wondering how you are going to keep that flowing. I mean,
7 how is that going to run -- it runs on my side of the road
8 and then it runs down underneath 152. How is that going to
9 work, where it's not going to hold it back, where it's going
10 to back up to my drain.

11 MR. NOLAN: The natural drainage course which
12 runs along here (indicating), your drainage gets to that?
13 Is that --

14 MR. HERRON: Well, I'm right across from the
15 rental property, where that access is, more or less to
16 the right of that. I'm at 203, and what happens is
17 the drainage comes down and, right before it gets to Belair
18 Road about maybe -- I don't know -- about 200 yards and then
19 it goes underneath 152 and runs down, right where the
20 entrance would be --

21 MR. CAPALONGO: Uh-huh. There's a pipe --

1 MR. HERRON: No, not that entrance.

2 MR. CAPALONGO: On your side, is there a head wall

3 --

4 MR. HERRON: It goes underneath the road, yes.

5 MR. CAPALONGO: It continues under 152 and it
6 closes --

7 MR. HERRON: Right. Farther off to the right.

8 MR. CAPALONGO: Okay. Well, it's likely that
9 that's going into a closed system that is in the State
10 roads. You are right about south of it. You are right
11 across from this (indicating) inlet. When you go across
12 your street, do you see that inlet? Do you know where the
13 guardrail was originally constructed?

14 MR. HERRON: Yes.

15 MR. CAPALONGO: The guardrail ends at this inlet.
16 Is that approximately where you are coming --

17 MR. HARRIS: That's where my house is, but the pipe
18 is further down. It's between two -- that one empty lot
19 right there, it's right in the middle of that empty lot.

20 MR. CAPALONGO: Well, one of two things. If it is
21 coming across and it's being intercepted in the State

1 system, then we are not going to modify that. The
2 only thing we're going to do is there will be a -- we may
3 have to modify this inlet location here for the proposed
4 access. When we move the right in, right out, we'll have to
5 put a guardrail opening here and move this inlet likely over
6 a little bit; but it's not going to affect -- if you have
7 drainage passing through this way now, it is going to
8 continue to do that.

9 If it is coming across the street -- and we haven't
10 surveyed this yet in the level of detail but, once we get to
11 a detailed design, we'll look at this and, if there's a pipe
12 outfall on this property, if you are draining across here
13 (indicating) and it stops, which is doubtful -- if it did,
14 by chance, we would intercept that drainage.

15 MR. HERRON: It's farther over.

16 MR. CAPALONGO: Judging from what the -- the closed
17 system from the State system, if it gets into that system,
18 we are not looking to change that at all.

19 MR. HERRON: So it won't have no problem
20 with the things backing up. I mean, we have had some
21 torrential rains this year and, I mean, it's heavy.

1 MR. NOLAN: We are not proposing to modify
2 any of the drains along there.

3 MR. HERRON: So that won't affect the runoff that I
4 have now. What you are doing there.

5 MR. NOLAN: Corrrrect.

6 MR. HARRIS: Also, I was going to ask. As
7 far as the buffer, that median, is there way you can do --
8 if you are going to propose to do something like that,
9 maybe do some brush or trees in the median to try to block
10 some of that with the traffic coming out and also the
11 traffic being held up at the red light. I mean, they
12 back all the way up -- I don't know -- halfway, and
13 when the traffic is heavy going south, it can back
14 all the way up and some of the trucks with the brakes in
15 the morning, it's unreal.

16 MR. NOLAN: That's a State highway. Actually,
17 the State owns that.

18 MR. HERRON: The median?

19 MR. NOLAN: Yes. They own the entire right-of-way,
20 and we haven't approached them on this project; but in
21 projects in the past when we had developers who wanted to

1 plant in the median, the State actually didn't
2 want it because, once they are done, it becomes the State's
3 and, if it gets wiped out from a car hitting it or a truck
4 hitting it, they are obligated to replace it. So, that
5 is what I have seen in previous projects.

6 The State normally doesn't want those types
7 of plantings in their median because they don't want to
8 have replace it when it gets destroyed.

9 Yes?

10 MS. HERRON: I'm Anita Herron, and I live at
11 203 Mountain Road.

12 A couple of years ago a truck had come across the
13 median and hit our tree on the side of our house and, if he
14 didn't hit the tree, he would have come through our home.

15 So, if you're proposing all this and we are going
16 to get more traffic and they're already having a speeding
17 issue, what keeps something coming through my home?

18 I don't think that far off the street. I don't
19 live 350 feet back off of Mountain Road, you know. You
20 know, I don't want to see a guardrail in front of my house;
21 but if you put a lane of Cypress trees, if a car hits a

1 tree, I'd rather it hit the tree than come through
2 my bay window. It saves me.

3 MR. CAPALONGO: Uh-huh.

4 MS. HERRON: But it is not like the State Police
5 -- they have put radar up there constantly, but it doesn't
6 matter. They still speed between Belair Road and Harford
7 Road. The traffic does back up almost every evening all the
8 way up to Harford Road.

9 We have even had schoolbus accidents in front of
10 our home because no one wanted to stop for the schoolbus,
11 and it's gone over the curb and down into the ditch into the
12 properties.

13 So, you know, when you are developing these plans,
14 please keep in mind that there are residents right there on
15 the road on 152 right across from it. I don't want to see
16 all the lights. I don't want to hear all the garbage and
17 the fights in the parking lot and people coming out and
18 peeing at night in there.

19 I mean, really, this happens. The garbage that I
20 pick up out of my front yard from people just throwing it.
21 Now, here we have a nice situation here and where CVS

1 Pharmacy is and all that that is all rundown. It
2 looks horrible. Why can't you take these plans and
3 rejuvenate that area right there?

4 I don't understand why we want to constantly tear
5 down trees and keep building when we can't keep merchants in
6 what we already have. I don't understand that.

7 MR. CAPALONGO: The only trees we are tearing down
8 is a little bit of trees that are in this (indicating) --
9 they are already approved by --

10 MR. HERRON: You already took all them out at the
11 corner. You took all that out. I was there.

12 (Multiple voices, unreportable.)

13 MS. HERRON: What I'm saying is you are
14 proposing a bank. Madison just went out of business.
15 The bank before them went out of business.

16 MR. HERRON: Bank of America.

17 MS. HERRON: Yeah. I mean, it is a perfect --
18 there's a perfect spot right there, but the reason why
19 nobody wants to stay there is it looks awful. It's
20 terrible, and that's what needs to be redone. We don't
21 need more buildings. We need people to clean up what they

1 already have.

2 I mean, it has gotten so Maryland is like, don't
3 keep anything old. Let's just tear down and rebuild. Take
4 care of what we have. We don't need any more buildings, any
5 more pharmacies. You know, we moved to Fallston because we
6 like to get into our cars and drive ten miles to the grocery
7 store. You know, we don't want it right there.

8 You know, I don't want to put my house up for sale
9 and move to Cecil County, but it's getting to that point.
10 You know, I have a kindercare in back of me now. The little
11 ones, I don't bother with. It don't bother me, but
12 this across the street with guardrails and lights and
13 traffic, and then I have to have a U driveway because
14 I can't back out on 152. For one thing, it's against
15 the law, and you got to take that into consideration for
16 my neighbor that's like 80 years old. Now she didn't have
17 a u-turn. She is backing out on 152.

18 You know, it's lives. Just like this left turn;
19 you got it approved. That's great, but who's going to be
20 accountable for the young girl or young boy coming out 16
21 years old, young driver, or an elderly driver out of

1 McDonald's that gets hit broadside and gets killed,
2 and then these guys come to the scene. Who is accountable?
3 Are you going to think about it because you passed the law?
4 No. It's growth. It's progress.

5 I think about it when the fire engines are coming
6 down. You got to think of what you are doing.

7 MR. NOLAN: Thank you.

8 Yes, sir?

9 MR. WARD: My name is Jeff Ward, and I wanted to
10 also support what was just said.

11 I think, just for the record, the developer is
12 local. Taking a left hand turn from that site onto Route 1
13 northbound is a suicide maneuver; and if you can't find a
14 tenant, you might want to put a Patient First facility there
15 because it's going to be a lot of business.

16 It's a very dangerous situation you are talking
17 about. There is no visibility coming south on Route 1, and
18 there will be plenty of accidents. If anything, it should
19 be a right in, right out only which is going to create other
20 traffic problems, but that is a very hazardous area, and it
21 should never be considered, even if it looks good on paper.

1 MR. CAPALONGO: Yes, sir?

2 MR. LEAR: Something I think I understand, and
3 I hope everybody in the room does. I'm Brad Lear again.
4 This isn't their development. You guys aren't making this.
5 You were hired to design this.

6 MR. NOLAN: Yes.

7 MR. LEAR: It's somebody who's not here that should
8 be getting yelled at. Do I have that right?

9 MR. CAPALONGO: Yes.

10 MS. GARD: Again, my name is Sharon Gard, and we
11 are frustrated about the traffic; and what I am
12 understanding is that this has already been okayed by the
13 State, and I don't know where I was. Maybe I was fighting
14 to keep this library open at the time that those notices
15 went up; and one thing is, when your notice goes up, it is
16 too dangerous to pull over and read that little print on 152
17 or 1. I was afraid to pull over because somebody was going
18 to nail me in the back end.

19 So, we can't even read when to come to these
20 meetings because that corner already is too bad to do that
21 kind of thing. So, I don't know when these notices went up,

1 but that left turn is suicide.

2 You actually -- and I believe you guys are right
3 across the street. Is that not part of your building, the
4 CNA, right there next to the Burger King?

5 MR. CAPALONGO: No, no, no.

6 MS. GARD: Okay. If you know, if you sat there and
7 took those traffic lights -- that left coming northbound 1
8 everyday as I do, I'm petrified that someone is going to
9 come over, try to go into the restaurant, somebody's going
10 to nail me in the back and smash me.

11 Now, you say that we're going to make two lanes.
12 It doesn't matter. The long turn lane, you can't even get
13 to because the traffic is all the way backed up to Log
14 Cabin. You can't get into the left turn lane to make a
15 left. So putting two there isn't going to help that unless
16 you extend the lane to get in, you know, the left lane.

17 So, who do we call because the State obviously said
18 it's okay. I don't know when they were there measuring
19 traffic or seeing how difficult that already is. Where was
20 that meeting, and who do we call? I know it's not you, but
21 can you tell us? Who would we talk to in the State? Are

1 they here? Are the traffic -- because when we
2 talked about Fallston putting in a the rec center, the State
3 and the traffic people were at those meetings.

4 MR. NOLAN: First, let me back up a little bit.

5 This entrance has been approved for these two uses.

6 MS. GARD: It should be approved for no uses. I
7 understand. It's not yours, but still it has been approved,
8 and it went in first; correct?

9 MR. NOLAN: But in order for this entire
10 development to be done, this entrance is going to be looked
11 at again.

12 MS. GARD: It needs to be looked at now.

13 MR. NOLAN: That's what the traffic consultant and
14 the State Highway Administration and the County's
15 Traffic Department are looking at.

16 MS. GARD: And are they going to hold
17 community meetings for that, or did they already do it
18 and we didn't notice or couldn't read it or --

19 MR. NOLAN: There was a Community Input Meeting
20 for this. We were not the engineers for these fist two
21 uses. I don't recall when it was, but it was actually here

1 which is why -- one of the reasons we had this
2 meeting here.

3 MR. FRANCKOWSKI: But the State doesn't have
4 input meetings for citizens.

5 MR. NOLAN: Well, the minutes from this meeting,
6 which we have a stenographer here taking minutes, they
7 are going to be given to the County with our -- as part of
8 the Community Input Meeting process. So your comments,
9 everything that you're saying now, is going to be going
10 to the County. They read the minutes. It's done as
11 part of the development approval process.

12 So you have a voice. It is going to get to
13 the County and to the State reviewers.

14 MR. LEAR: If that is true, is there anybody in
15 here who thinks it's a good idea to be able to make a left
16 turn out of that entrance and exit? would you please note
17 that nobody raised their hand, ma'am.

18 MR. CAPALONGO: A left turn into here (indicating)?
19 (Multiple voices, unreportable.)

20 THE REPORTER: Excuse me. One at a time. One at a
21 time, please.

1 MR. LEAR: I yield.

2 MR. CAPALONGO: Yes?

3 MS. HERRON: I also want to restate that these are
4 mile per hours at 50 mile per hour on Belair Road. You
5 cross the light; it goes to 45. Right there, where you are
6 talking about making that left hand turn, the speed limit is
7 50. I travel it everyday. The speed limit is 50. It
8 doesn't turn to 45 until you make the left-hand turn on the
9 152, until you cross that light; it's 45.

10 MR. FRANCKOWSKI: What? Belair Road or --

11 MS. HERRON: Belair Road. Coming up Belair Road,
12 it is 50 mile an hour. At that light, intersection, it
13 changes to 45 after you cross 152 to go north. If you go
14 left on 152, it is 45; but I can guarantee you they do
15 50 plus. And making a left turn out of there -- okay.
16 I know you guys aren't the ones, but you need to carry this
17 information forward. Okay? If they are not going to be
18 here, then you have to be our voice. They have to
19 understand there is no -- I have seen the accidents. I
20 live right there at that corner. Okay. I am telling you.
21 It's going to be awful. You are going to be carrying people

1 to the morgue coming out of that, and you are going
2 to have people -- if this whole development goes through,
3 you are going to have people that will not wait for that
4 light, that's going to cut through that parking lot and try
5 to beat the traffic coming south on Belair Road.

6 I guarantee it; you will have somebody that is
7 going to make a right hand turn there, go through all
8 that parking lot, and come out.

9 MR. CAPALONGO: Yes, Gene?

10 DR. RATYCH: I just want to make a comment about
11 the process because everytime I go to these meetings -- and
12 I know a lot of citizens get very, very upset about what
13 happened and who is responsible and the next phase; and let
14 me actually go a little bit into the future to address this.

15 There is a Development Advisory Committee, which
16 will be the next major meeting. That is scheduled for
17 January 20 --

18 MR. NOLAN: We don't know when it is because we are
19 not going to submit this tomorrow for that meeting. We
20 don't know exactly when it's going to be.

21 MR. RATYCH: The next meeting that's going to be

1 held will be called the Development Advisory
2 Committee meeting. At that meeting, you will have Planning
3 and Zoning, State Highway Administrators, Water and Sewer,
4 Public Works. Everyone is there. That is the time, and you
5 should have your ears posted and check the Planning and
6 Zoning website, or the County Council website for the date
7 of the D.A.C. meeting. I don't know if it was scheduled or
8 not already. That's a very important meeting to attend
9 because you can then voice your concerns about these issues
10 to the State. They will hear you there, in addition to the
11 notes that will be submitted from this to Planning and
12 Zoning.

13 But the other thing I want to bring in defense of
14 the people that are here -- and I hope everybody understands
15 that -- the Comprehensive Rezoning just took place. We have
16 been working as the GFA for months on that. We've had
17 notices in the paper, articles, letters to the Editor,
18 trying to get people involved because, at one time, they
19 didn't have B-3 zoning. It was R-2.

20 It is very important to keep your ears turned to
21 rezoning. That's when the critical issue occurs. As I

1 mentioned at our annual meeting at the Greater
2 Fallston Association, the group up in Forest Hill had an
3 issue with Kohl's, and even the President of the United
4 States or the Supreme Court couldn't reverse that decision.

5 So, where you really need to pay focus and
6 attention is when you hear the words "zoning change."
7 That's when you get involved because the minute there is a
8 zoning change to B-3, if you own the land, you're going to
9 develop it. So, I think what we can do, to the best thing
10 to the advantage of these individuals here tonight -- and I
11 think we are expressing it -- if, in fact, it is going to be
12 developed -- there's nothing we're going to do about it;
13 they are going to develop it. They are here to make it the
14 best possible situation for the community in terms of like
15 -- you're expressing interest, and they hear all that and
16 they will bring that back.

17 But I just wanted to remind you about the D.A.C.
18 meeting coming up. That is another opportunity, and I think
19 that's where when you say, why aren't they here, they will
20 be there at that meeting.

21 MR. FRANCKOWSKI: Could I add something

1 to what Gene said? I don't believe they have the
2 sewer -- water and sewer except for that B-3 along Belair
3 Road.

4 MR. NOLAN: That's correct.

5 MR. FRANCKOWSKI: So Harford County is going to
6 have to make a law to change that sewer, and you also have
7 opportunity there. If you stop the water and sewer from
8 there, there won't be any -- if they are going to put septic
9 in, who is going to move in?

10 MR. LEAR: That's what killed that retirement
11 community.

12 MR. FRANCKOWSKI: So, I mean there will be an
13 opportunity -- the Harford County Council will have to
14 approve, you know, legislation for changes to the sewer. So
15 so you will have an opportunity there.

16 MS. SEWELL: Delta Sewell.

17 This would be a time also to start attending your
18 Council meetings and get to know all of the Council people
19 because the water and sewage bill will go before the Council
20 for approval and, if this would be in it and it was not --
21 that portion was not approved, okay. But you need to get

1 involved and you need to get your -- I mean, you
2 need to go to your D.A.C. meetings. You need to go to your
3 Council meetings and all of the meetings like this. So, it
4 takes time, but we need to use the time now to protect our
5 community.

6 I used to be quite active, and I got tired of going
7 when nobody else shows up. Even -- I walked my area in
8 weather like we're having right now and, when it comes time
9 to vote, I walked the area and I have said: This person has
10 passed this, this and this that is detrimental to our
11 community, and they are re-elected.

12 You got to pay attention. This is your community.
13 You can't fight it -- right now, what we need to do is
14 decide what is best for this because it is already been
15 rezoned. At the time of Comprehensive Rezoning was the time
16 to stop it. We can't stop it now. At this point, all we
17 can do is try to find something that we can all live with.
18 But you got to be involved all the time.

19 MR. REYNOLDS: My name is Brian Reynolds. I live
20 in Fallston. Since you invited us here, I want to get my
21 two cents in.

1 MR. CAPALONGO: Sure.

2 MR. REYNOLDS: I could be redundant and go over the
3 traffic safety issues which I think is paramount here, but I
4 am curious to know; what is the actual distance on Route 1
5 from the traffic light south to that exit.

6 MR. NOLAN: McDonald's exit?

7 MR. REYNOLDS: What is the distance form the light
8 to that exit?

9 MR. CAPALONGO: I don't know exactly.

10 MR. REYNOLDS: You don't know?

11 MR. CAPALONGO: I don't know off the top of my
12 head, no.

13 DR. RATYCH: Four hundred feet.

14 MR. LEAR: It looks like it is less than 500
15 according to this.

16 MR. NOLAN: Adding up a couple of numbers on here,
17 it looks like it is about 400 feet.

18 MR. CAPALONGO: Maybe a little more than that.

19 MR. REYNOLDS: On 152, what is the distance from
20 the traffic light to the proposed right in, right out?

21 MR. CAPALONGO: From here (indicating) to the

1 proposed --

2 MR. REYNOLDS: From the light to the proposed right
3 in, right out:

4 MR. CAPALONGO: This might be less --

5 MR. REYNOLDS: Is that how we are measuring it?

6 By fingers? I mean, no offense. You guys --

7 (Laughter.)

8 MR. CAPALONGO: I have a scale, but I am not
9 going to spend three hours scaling everything.

10 MR. REYNOLDS: Right.

11 MR. CAPALONGO: It's about 300 feet. It's about
12 850 to here and 300 to there. If you look at it in
13 proportion, it is about 300 feet.

14 MR. REYNOLDS: I also want to go on record as
15 saying it is going to be a major, major pain in the butt
16 in the least, and it could be a recipe for disaster in the
17 worst given the serious traffic flow that we are all
18 familiar with and accustomed to seven days out of the week.

19 MR. CAPALONGO: You will (inaudible) State Highway
20 will get -- they will make us evaluate to the enth degree to
21 make sure it's -- I know you may not think it is safe, but

1 their level of study -- one thing you cannot
2 regulate is stupidity. You can put in a right in, right
3 out, and some people will try to make a -- you put a median
4 there and some people will jump over the median. You can't
5 regulate a certain amount of --

6 MR. REYNOLDS: Since we are discussing it here; I
7 don't even think it is an issue of stupidity. I think it's
8 an issue of the normal flow of traffic everyday. How busy
9 will it be? How busy is it, and how it will be impacted by
10 these ins and outs, and I say it is going to be a real
11 serious detrimental impact, and usually experts that say
12 otherwise in my experience are people from out of town.

13 MR. CAPALONGO: Yes, sir?

14 MR. KIPER: My name Darryl Kiper (phonetic).

15 I notice we have been talking a lot about traffic
16 issues and I notice all three corners all have those issues.
17 Has anybody looked at those issues in the dynamics of the
18 numbers of crashes and the flow in and out of those other
19 properties, because those were all created a long time ago,
20 prior. You know, they're basically grandfathered in at this
21 point and, you know, we keep talking about these entrances

1 mimmicking or mirroring those type of entrances
2 and whether -- looking at that statistically to see whether
3 or not we are going to end up with the same issues, with
4 another traffic light there at McDonald's because it's
5 probably going to be warranted if we allow a left in and out
6 -- or a left out northbound on Route 1.

7 Has anybody looked at that?

8 MR. CAPALONGO: They typically don't require
9 signals based on a perceived safety issue in my experience.
10 They go by numbers. Just my experience.

11 MR. KIPER: I understand. Okay. And it's
12 mandatory by state law.

13 MR. CAPALONGO: I don't know if that's -- I know
14 they monitor that, safety issues, but I don't know what the
15 thresholds are.

16 MR. KIPER: Now, this is an 11-acre site,
17 is that correct, or is it larger?

18 MR. CAPALONGO: No, it's much larger. The site,
19 the entire tract, is about 48 acres, of which about 21,
20 I think --

21 MR. NOLAN: That comes over to here (indicating).

1 MR. CAPALONGO: The B-3 portion is about
2 21 acres.

3 MR. KIPER: Of the land use that we are looking at,
4 is it feasible that there is more lot available to develop
5 another building on the zoned area that you have right here.
6 Can it ever have another piece of building put on it, being
7 that the parking lot is so large?

8 Many times I have seen developments other ways.
9 When you see there, this is what you are proposing and then,
10 all the sudden, we've got a Burger King on that open lot
11 later, you know, a couple of years later.

12 MR. CAPALONGO: This (indicating) cannot be
13 developed --

14 MR. KIPER: No, no. I'm not talking about -- I
15 understand.

16 (Multiple voices, unreportable.)

17 MR. KIPER: Is it feasible that there's a land --
18 that there's space to do that?

19 MR. CAPALONGO: You have to park it. You have to
20 make it, you know -- you'd have to go back before the County
21 and the State to have the traffic study revised for that use

1 to be put in here. You'd have to meet the setback
2 requirements, parking requirements, et cetera.

3 You know, we are meeting the minimums right now.
4 This is not a -- in other words, we are not providing 600
5 more than is necessary. We're only providing the minimum
6 that's required for the uses. So, it's not a -- in other
7 words, you wouldn't be able to plop a Burger King in there
8 without impacting the developability of the rest of the
9 site.

10 In other words, it's the minimums for these uses.
11 So, if you plop something else in there, you would have an
12 issue with -- you know, you'd lose the bank. You'd have to
13 lose retail. You have to do something.

14 MR. KIPER: Basically, there isn't space at this
15 point, as far as you know, to put another building up with
16 the current diagrams.

17 MR. NOLAN: Correct. If something comes in
18 that's smaller than this, there could possibly be some
19 other -- I guess another use or something of that nature.
20 If that happens, we would have another Community Input
21 Meeting, other -- basically, there would be other

1 advertisements. There would be -- whatever
2 changes that would happen to this plan would be advertised
3 again. You know --

4 MR. CAPALONGO: (Inaudible).

5 MR. NOLAN: -- (continuing) we anticipate it to be
6 exactly as shown with minor -- I mean, slide over this way,
7 things of that nature and, you know, we don't like drawing
8 things over and over again. So --

9 MR. KIPER: I appreciate that.

10 One other further question. You said there is 48
11 acres and we are looking at approximately 21 acres; is that
12 correct?

13 MR. NOLAN: I'm sorry to interrupt.

14 The 21 acres actually extends off this sheet. I
15 am not sure how far. So you might not be off with about
16 11 acres as being from basically here (indicating) to here.

17 MR. KIPER: I am just thinking 800 times 600
18 is approximately 11 acres, you know. It's 43,000 -- you
19 know the numbers.

20 Where are the other acres that would be involved,
21 the 48 acres of this property, that are RR right now? Left?

1 MR. NOLAN: It is AG.

2 MR. KIPER: It's actually AG?

3 MR. NOLAN: There's some R-2 which this
4 parcel --

5 MR. KIPER: That parcel there. Okay.

6 MR. CAPALONGO: That is R-2.

7 MR. NOLAN: There's this tiny sliver right back
8 in here up against the the residential, but the rest of
9 it is farm, agricultural.

10 MR. KIPER: But it is not wetlands; is that
11 correct?

12 MR. CAPALONGO: There are some that snake
13 through the back. There is some that kind of snake
14 up through -- this is a large scale. There's some that
15 snake up through here, but the majority --

16 MR. NOLAN: There's a springhouse there. The
17 headwaters are at that springhouse.

18 MR. KIPER: Thank you.

19 MR. CAPALONGO: Yes?

20 MR. LEAR: Brad Lear again.

21 You mentioned earlier that the Mickey D's -- it's a

1 separate organization putting this in, and they
2 have got it so to their approval. What about that behind
3 this (indicating) way, this sit-down restaurant. Is that
4 the same development, or is that part of your guys?

5 MR. NOLAN: Right now, actually this was approved
6 as a pharmacy. When it got -- when it was rezoned, the
7 pharmacy wanted to go here (indicating).

8 MR. LEAR: Gotcha.

9 MR. NOLAN: So, as we said, when something changes,
10 we will have another Community Input Meeting or whatnot.
11 When this comes in with a different use, we would come in
12 and do another one.

13 MR. LEAR: But that's got nothing to do with the
14 people who are developing the McDonald's property.

15 MR. NOLAN: Developing versus building are two
16 different things. The person developing the site
17 is developing the whole site.

18 MR. LEAR: Right.

19 MR. NOLAN: The people --

20 MR. LEAR: Right now, the only approval is
21 where your hand is right now, the McDonald's.

1 MR. NOLAN: The only approval that's --
2 this is approved as a CVS, or as a pharmacy.

3 MR. LEAR: Gotcha.

4 MR. NOLAN: The pharmacy doesn't -- it is approved
5 for that. It could -- you know, if everything went went
6 away, a pharmacy could go here.

7 MR. LEAR: Uh-huh, but right now, if I heard
8 you correctly, what could start in the spring would be the
9 McDonald's.

10 MR. NOLAN: Correct.

11 MR. LEAR: But no plan is being made for that
12 lower property at this point.

13 MR. NOLAN: No building or anything of that nature
14 -- the grading has already naturally started. The earthwork
15 and building the stormwater facility will all be done at the
16 same time. You kind of have to do that -- you cut both from
17 here to put over here (indicating).

18 MR. LEAR: Thank you.

19 MR. CAPALONGO: It will be a pad initially. Then,
20 once we have an end user, we will have to come back.

21 MR. LEAR: Did you design this, or did the

1 group that did the Mickey D's design it? Do you
2 understand my question?

3 MR. NOLAN: Yes. The group that designed the
4 Mickey D's designed the original one. The next use will be
5 us.

6 MR. LEAR: You are going to take it when it
7 becomes a sit-down restaurant.

8 MR. CAPALONGO. Correct.

9 MR. LEAR: Thank you.

10 MR. CAPALONGO: Yes, sir?

11 MR. SAPIENZA: Hi. My name is Sal Sapienza.
12 what's the possibility of lowering the speed
13 limit in the area there and putting a utility road through
14 the property itself?

15 MR. CAPALONGO: It's possible.

16 MR. NOLAN: As far as lowering the speed
17 limit, that's beyond our scope.

18 MR. SAPIENZA: The State would take care of that?

19 MR. NOLAN: Yes. That's State Highway roads --

20 MR. SAPIENZA: My main concern is, you know, if
21 it's difficult to get in and out of, eventually that will

1 turn into a dump like the Fallston Mall which is
2 an embarrassment to the community. I think that the
3 community does need some services, goods and services.
4 But how hard is it to lower the speed limit?

5 MR. CAPALONGO: I have had -- I have not been
6 involved in the details of getting that done, but I know it
7 has been done.

8 MR. SAPIENZA: who do you talk to?

9 MR. CAPALONGO: You typically -- well, State
10 Highway Administration would be the --

11 MR. NOLAN: Quite honestly, I think the best way to
12 go about that would be politically, dealing with Mr. Woods
13 or someone with the State delegation.

14 MR. SAPIENZA: You got a name?

15 MR. NOLAN: who is the delegate here?

16 UNIDENTIFIED SPECTATOR: J. B. Jennings. Rick
17 Impallaria. Pat McDonough.

18 MR. SAPIENZA: Has the utility road idea been
19 studied?

20 MR. CAPALONGO: I'm not sure I understand what you
21 mean by having a utility road.

1 MR. SAPIENZA: Well, instead of having all
2 these entrances, like people trying to come in through
3 Mountain Road to beat the light and go racing through the
4 parking lot, if there was like a utility road going along
5 Route 1.

6 MALE SPECTATOR: You mean out by Harford Road?

7 MR. SAPIENZA: No. Is that Harford Road there
8 to the left, or is it not showing it?

9 MR. CAPALONG: No, Harford Road is --

10 MR. SAPIENZA: There's more land there on the left.

11 MR. CAPALONGO: Yeah. Our site -- if you look at
12 this larger map, our site is pretty much developing this
13 (indicating), and Harford Road is down -- the signal would
14 be proposed right about here (indicating) and this is about
15 2,500 feet, I think it was, that Gene mentioned. About
16 2,500 feet from here (indicating) to Harford Road, and about
17 850 feet to the intersection with Belair.

18 MR. SAPIENZA: What about the chances if you were
19 to put in a red light there with the McDonald's, which is
20 kind of close to the other light -- how much more property
21 do you guys got south where you could actually put another

1 light in there?

2 MR. CAPALONGO: Well, we are really not at liberty
3 to discuss this as far as how -- what can be done with that.
4 I don't know, you know --

5 MR. SAPIENZA: If you had more property there, the
6 utility road could go south and another light could be
7 spaced in from the Mountain Road light.

8 MR. KIPER: He is saying actually go farther south,
9 much further south. Your property -- you having access to
10 this here --

11 MR. CAPALONGO: This is all covered with the
12 wetlands.

13 MR. KIPER: Exactly. I was about to mention that,
14 the wetlands issue.

15 MR. CAPALONGO: Okay. Yeah. So, we really can't
16 -- you know, you got this (indicating) existing use. This
17 doesn't work from a vertical -- this doesn't do you any good
18 vertically either. This is way -- well below. It doesn't
19 work circulation-wise. I mean, that is something that was
20 -- they went to their regular -- they have accel and decel
21 that goes over here, an acceleration/deceleration lane

1 devoted to this in and out. Like I said, double
2 left, double left. This goes up a hill now. This
3 (indicating) has all been pulled back. This has all been
4 cut back.

5 The visibility. They had approved -- they had a
6 certain amount of sight distance. I know from from seeing
7 the drawings. They had a certain amount of sight distance
8 to this intersection based on the design speed coming
9 through here.

10 So, I can tell you that this is -- there is some
11 thought into this. It is not cutting this thing through a
12 hill and you are going to have a huge hill alongside and you
13 aren't going to see up the street. I mean, they are very
14 conscious of coming over the top of this hill just like you
15 have on the dip coming up to -- where Graystone Lodge is
16 going to go.

17 I mean, that's a similar situation with cars going across
18 there, where Joppa -- Old Joppa, the flashing light at
19 Old Joppa and Belair, Business Route 1. That was a function
20 of people just zooming around there at break-neck speed
21 during rush hour. If you're on Old Joppa during rush hour,

1 you can't make a left. Forget it. So, they had
2 to do something with that. That will likely become a
3 permanent light down the road but, for now, it is a flashing
4 signal.

5 MR. SAPIENZA: So, the drawing that you are
6 presenting --

7 MR. CAPALONGO: The drawing we are presenting today
8 -- we are showing this for reference only. This has been
9 approved. It's come through the Community Input process.
10 The County has seen it. The State has seen it. They have
11 done road crew drawings that are in the process of being
12 reviewed, being approved. They have had to go through the
13 ringer to get access here.

14 As Steve said, now that we're -- that was based on
15 this cutting off. Now that we are connecting to additional
16 development, they are going to relook at this intersection
17 -- relook at that, and they may have some additional
18 improvements they want there.

19 MS. SAPIENZA: I mean, is this to show us what
20 you're going to do or for us to give you an input on what we
21 want?

1 MR. CAPALONGO: Well, it's for you to give
2 input. It is being documented on video and it's being
3 documented -- it's going to be public record.

4 When we go to Development Advisory Committee, which
5 is the next step and have all the agencies, including the
6 State Highway Administration, at that point they will have
7 seen the traffic study for the Aumar development, and the
8 state will make their comments related to that.

9 MR. SAPIENZA: And has a date been set?

10 MR. CAPALONGO: There is no date set yet. It is a
11 going to be a month or two before we have it. It will be
12 advertised on line, and on the Harford County website they
13 advertise them.

14 MR. SAPIENZA: Will you have another sign out
15 there, the little white signs?

16 MR. CAPALONGO: Yes. Yes.

17 MR. SAPIENZA: Another one will put up?

18 MR. CAPALONGO: Yes. There will be another one put
19 it. It will be advertised again. All the adjacent letters
20 --

21 MR. NOLAN: It will be in the Aegis. The

1 D.A.C. hearings happen the first and third
2 Wednesdays of every month. Our meeting will be basically
3 four weeks after we submit the plan. We don't know when we
4 are going to submit the plan. It is not ready yet.

5 MR. CAPALONGO: Once again, just to reiterate,
6 this (indicating) at this point is off the table for now.
7 We are showing it to you for reference. It is not being
8 developed in the near term. This (indicating) is what we
9 wanted to get in here in the near term.

10 MR. SAPIENZA: What is that big building --

11 (Multiple voices, unreportable.)

12 MR. NOLAN: It's a proposed grocery.

13 MR. SAPIENZA: Oh, that's the grocery store.

14 MR. NOLAN: Yeah.

15 MR. SAPIENZA: How many square feet is that?

16 MR. LEAR: 62,239.

17 MR. CAPALONGO: 61,939.

18 MR. SAPIENZA: And there's no tenant for that yet.

19 MR. CAPALONGO: Not yet.

20 MR. NOLAN: We have taken different prototypes
21 for this plan. If a grocery comes in that has a prototype

1 for a 55,000 square foot building, then that is
2 what we will change it to.

3 These are all preliminary drawings or conceptual in
4 nature, but it is a pretty good concept.

5 MR. CAPALONGO: This is based on a real prototype
6 for a real grocery store. We don't know yet which one is
7 going to end up being -- we picked this one for now, mainly
8 because it is probably the largest -- might be the largest
9 square footage of the ones that will come in; but, once
10 again, it will be massaged slightly depending on -- if this
11 group doesn't come in and another one does, we will massage
12 it slightly to make it all work with their prototype.

13 Yes, sir?

14 MR. FRANZKOWSKI: Yeah. I don't know if it's
15 feasible or not, but that left out on Belair Road, if you
16 could move it down below where the pharmacy is, it would
17 give you a little added safety.

18 MR. CAPALONGO: That was discussed. I discussed
19 that earlier. We're not -- you know, we're not here to
20 discuss that issue, that access. We are really showing it
21 as a reference, and I'm sure there is reasons why it doesn't

1 work there.

2 MR. NOLAN: We will bring your comments to the
3 developer and to the County.

4 MR. CAPALONGO: That's why we're doing this. It is
5 all on record.

6 MR. FRANCKOWSKI: It's closer to McDonald's, but
7 farther away from Mountain Road. You would have a margin of
8 safety.

9 MR. CAPALONGO: Yes, sir?

10 MR. WILLIAMS: My name is Dave Williams.

11 We are talking about traffic and safety concerns.
12 Regarding same, has anyone given us a projected vehicle
13 count for usage of this property based on the tenants you
14 have in mind?

15 MR. NOLAN: No one has given it to you yet.
16 The traffic study was completed today. So, it's public
17 knowledge. It's available to anyone.

18 MR. WILLIAMS: So the number of means of egress
19 and ingress that you are showing there are based on what?

20 MR. NOLAN: As far as what the design is now?

21 MR. WILLIAMS: I'm looking at 152, the two ways

1 in and out on 152, and one on Route 1. I mean,
2 combined --

3 MR. NOLAN: That's been based on some conversations
4 we have had with the traffic consultant, but we have not
5 seen the completed report yet, unless you did.

6 MR. CAPALONGO: No.

7 MR. NOLAN: We have not seen the completed report
8 yet; but, like I said, they were completing it today.

9 As far as -- you know, we give the traffic
10 consultant the general locations of where we think the
11 access points should be for the site design aspects, and
12 they take a look at it from a traffic standpoint. They
13 don't design the right turn, right in, right out. They
14 don't design the line striping. They tell us what it should
15 be, and we design it.

16 Yes, sir?

17 MR. KIPER: Based on your experience -- and I am
18 not trying to nail you down, but it's just a general
19 question. If that entrance with the McDonald's wasn't
20 capable of handling more flow than the two properties it was
21 originally designed for and we can't get a further increase

1 when you pull out of it, would you still develop
2 the property, meaning -- and I'm asking for the developer's
3 input -- by cutting those two off and making the other two
4 egresses primary then for those other three properties,
5 those other three buildings.

6 Can that be done?

7 MR. NOLAN: As far as separating the --

8 MR. KIPER: We are talking about connecting in,
9 using this egress that has currently been approved for the
10 McDonald's and the CVS or whoever, the pharmacy. If it
11 can't be improved to the point where it can handle
12 additional vehicular movements from the other building, can
13 we cut it off?

14 MR. NOLAN: The State Highway has done that in
15 the past.

16 MR. KIPER: Okay. I am asking from personal
17 experience.

18 MR. CAPALONGO: Anyone else?

19 MS. GARD: My question is on the State impact fee
20 for removing all the trees that -- that was there. Was an
21 impact fee and do, as a citizen -- you just got to

1 take the trees out?

2 MR. NOLAN: No. The trees were -- there was a
3 forest conservation plan done for these first two lots, and
4 the trees that were removed were done in accordance with
5 that plan.

6 MS. GARD: So a portion of them will be replaced?

7 MR. NOLAN: Well, there is going to be landscaping
8 but, as far as the forest conservation plan, there's certain
9 requirements for retention and, because of the amount of
10 trees in this environmentally sensitive area, that pretty
11 much meets the retention requirements.

12 MS. GARD: So they won't have to replace those.

13 MR. NOLAN: That is correct. I think we are going
14 to kicked out of the library.

15 MR. CAPALONGO: Yeah. They just came in and said
16 wrap it up. So, thank you for coming tonight, and we'll
17 keep you in the loop. Thank you all.

18 (The meeting was concluded at 7:54 p.m.)

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CERTIFICATE OF NOTARY PUBLIC/REPORTER

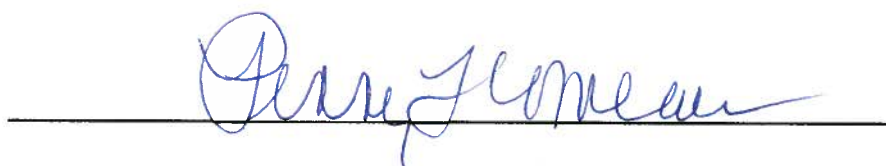
STATE OF MARYLAND,

COUNTY OF HARFORD, to wit;

I, Penny L. Comeau, do hereby certify that the within proceedings were recorded stenographically by me and then transcribed from my notes in a true and accurate manner to the best of my knowledge, ability and belief.

I further certify that I am not related to any of the parties to this proceeding and have no interest in its outcome.

As witness, my Hand and Notarial Seal this 28th day of December, 2009, in Bel Air, Maryland.



Penny L. Comeau, Notary Public

My Commission expires 4-21-12.